

The Times-Dispatch
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THURSDAY, JULY 23, 1907.
Going Out of Town?
Subscribers who leave the city temporarily should have The Times-Dispatch mailed them. Addresses will be changed as often as requested.
You can keep fully informed about Richmond affairs only through The Times-Dispatch.
Before leaving, mail or phone your address to this office. Phone 4041, City Circulation Department.
Poor and content, is rich and rich enough.—Shakespeare.
ALTERNATIVES.
Amid the clash of State and Federal courts and above the roar of political demagogues who are talking railroad rates with the same vociferation and ignorance that they have shown on so many other occasions, the public should keep steadily in mind the fact that the prime need of this country is better facilities for transportation. The Times-Dispatch in receipt of a report from an exceptionally capable observer showing that the condition of wheat in the Northwest is well up to the average. Already there are 4,000 cars loaded with wheat on the lines of the Northern Pacific, awaiting transportation. Until these cars reach market the farmer will not get the full value of his crop. Taking an average carload as 800 bushels, there are 3,200,000 bushels of wheat lying on the sidings on the Northern Pacific awaiting transportation. In round numbers this is worth \$2,000,000, and at 6 per cent, the loss of interest per day is \$532, while the hindrance to trade is proportionately very much greater. There is no complaint from the Northwest that the rates are exorbitant. The chief criticism has always been that the rates were discriminatory. Now that the secret rebate and unjust favoritism has been practically eliminated by the Interstate Commerce Commission and the Hepburn bill, the concern of the farmer and merchant is almost solely with the problem of transportation. What the business interests need is better facilities, more cars, more engines, longer sidings, better depots and speedier service. To obtain these advantages, the railroads have money, and it seems very clear that the people are beginning to "wonder" whether it is necessary, in order to prevent unjust discriminations, to so hamper the railroads as to destroy their capacity for borrowing.
What is true of the Northwest is equally true of the South Atlantic States. No section of the country has made the same proportionate development as the South in the last two decades. The cotton and lumber mills, the coal mines and iron furnaces, the sugar cane, corn and cotton fields, the output of cotton mills and tobacco manufactured and unmanufactured, are all clamoring for better transportation facilities, and the public will have these facilities at all hazards, for on better transportation facilities depends the capacity of this country to keep up its present progress and to compete successfully with its foreign rivals.
There is nothing new in any of this discussion, and The Times-Dispatch is only led to advert to these simple facts because of the disposition on the part of many to overlook the connection between good transportation and extension of the principle of State socialism. We take it that it is clearly the opinion of this country that government ownership of railroads will be a hazardous if not disastrous experiment. On the other hand, it is definitely determined that the public intend to exercise the right of reasonable control over the transportation companies. If these rights had been admitted in a more liberal spirit by the railroads when they were first justly asserted, a vast deal of railroad politics, public disgust and wide animosity would have been averted. The Times-Dispatch stood for a reasonable regulation of railroads when those companies were declaring their self-sufficiency and were openly flouting or hoodwinking the people in their efforts to assert the principle of reasonable regulation, but because the railroads sowed the wind there is no reason why the public should reap the whirlwind if the other-wise inevitable consequences can be avoided.
The situation in North Carolina shows what unreasonable animosity may be awakened by the failure to deal fairly on both sides. Doubtless the

railroads did for years disregard the public wishes in many matters. Equally true is the fact that the Legislature disregarded all matters of judicial procedure in arbitrarily lowering the rates of the railroads last winter. The ordinary citizen, however, is concerned not so much with what did occur as with the prevention of further strain upon the relations between the railroads and the public. These relations are mutual and inseparable. The public must have service and the railroads must have remuneration. If the public is deprived of adequate service our trade will languish and our rivals will prosper. If the railroads are deprived of adequate remuneration, their efficiency must be lessened and their value may be destroyed to such an extent as to make a receivership necessary. That contingency is one which would be most serious for the country at large, and especially for that section in which the road was located.
As a mere matter of business sagacity, without reference to statute law or innate justice, it is elementary wisdom for the people to protect and foster the railroads and for the railroads to respect and serve the people.

VICISSITUDES FOR AUTO MANUFACTURERS.
The expected is happening in the automobile industry. Prices are going down, inexperience is paying the piper and bankrupt courts are squeezing out capitalization which was too often based on rosy hopes and inexperience. Some idea of the growth of the automobile business in America is given in the following table, which does not go back before 1900, as at that time the manufacture of automobiles was so insignificant that it was passed over by the government reports:

	1905.	1906.
Number of establishments	121	57
Capital	\$20,555,217	\$5,768,557
Salaries, officers, etc.	954	284
Salaries	\$1,076,425	\$234,770
Wages, earners	10,239	2,241
Wages	\$ 6,178,950	\$1,320,658
Miscellaneous expenses	3,346,369	311,129
Cost of materials	\$1,558,135	1,187,587
Value of product	26,845,064	4,745,011

Many of the establishments reported in 1906 were mere experimental shops, and the growth of the industry is shown in the value of product and other items.
The development shown by this table made it inevitable that many should rush into the automobile business, with the result that fierce competition was immediately developed. This result parallels the story of the bicycle business, in which it will be recalled that a great many men undertook to build bicycles, and after a few years' competition a bicycle trust was formed, and in the place of a narrow market with the excessive profits, there was developed a wider field on a smaller margin. In this connection the United States government report says:
Unlike the bicycle, the automobile is not essentially a new vehicle, but merely a carriage, or truck, with a new means of propulsion, possessing many advantages over a vehicle drawn by horses. As a means of amusement its popularity may fluctuate or decline, but its practical value has been so thoroughly demonstrated that its use will doubtless become more general each succeeding year, until it is displaced by some vehicle as much its superior as the automobile is the superior of the horse and wagon.
In the meantime, as an indication of what a satisfaction automobiles are for the rich, it may be recalled that in 1906 America paid \$5,000,000 duty to the government for imported automobiles, only \$1,000,000 less than the government itself paid for the Panama Canal ship.

INTEREST IN BASEBALL.
Fourteen thousand people entered the Broad Street Park on Saturday afternoon to see the baseball games between the Richmond and the Norfolk clubs. This is the official record and does not include the spectators, weak in number but strong in enthusiasm, who encamped themselves on telephone poles and in neighboring trees. The stands were filled to their capacity and several thousand contentedly ranged themselves about the edge of the field. Making a liberal allowance for such as came from without the city limits, these figures show that considerably over one-tenth the population of Richmond were to be found upon the baseball grounds on Saturday afternoon. In actual numbers this crowd is as great as that which gathered at the Polo Grounds, the park of the New York Nationals, on the same day, but a comparison on any other basis is positively startling. In fact, as a percentage of the total population, the Richmond crowd of Saturday is probably unique. But to set this down as a record-breaking crowd and stop there is only to say a part. A keen central interest, whether of work or of play, must always be beneficial to a city, both at home and abroad, no matter how transient it may seem. Such a wholesale indorsement of a healthy sport for sports sake as Saturday's crowd shows is a cause for congratulation which does not end in the counting rooms of the club magnates.

A DELAYED PRECAUTION.
After Vivian Saunders was killed on Tuesday by caving dirt, the foreman of the gang that was doing the excavation had the sides of the trench shored up, in order to prevent the possibility of such an untoward accident happening to any of the other workers. According to the account in The Times-Dispatch, published yesterday morning, the foreman in charge of the work thought it was perfectly safe to leave the sides unsupported. His error of judgment cost a life. The fact that it was not safe was shown by the fall that did occur. As to the technical reasons given for not protecting the

Poems You Ought to Know Heard and Seen in Public Places

Whatever your occupation may be, and however crowded your hours with affairs, do not fail to secure at least a few minutes every day for refreshment of your inner life with a bit of poetry.—Prof. Charles Elliot Norton.
No. 1242.
Man's Littleness in Presence of the Stars.
BY HENRY KIRKE WHITE.
Other selections from this author, his portrait, autograph and biographical sketch, have already been printed in this series.

Then, proud man, look upon your starry vault,
Survey the countless gems which richly stud
The night's imperial chariot.—Telescopos.
Will show the myriads more, innumerable
As the sea-sand—each of those little lamps
Is the great source of light, the central sun
Round which some other mighty sisterhood
Of planets travel—every planet stocked
With living beings impotent as these.
Now, proud man—now, where is thy greatness fled?
What art thou in the scale of universe?
Less, less than nothing!

This series began in The Times-Dispatch Oct. 11, 1903. One is published each day

Rhymes for To-Day

ALL FOR THE LOVE OF A LADY.
THEY were swimming in the ocean,
We were singing on the shore,
When my Katie took a notion
She would play the game no more.
So I touched Jim on the shoulder,
And the Headsman took her off,
And Eugene, behind the soldier,
Gave a low embarrassed cough.
'Twas a night of fogs and vapors—
There were none to see the fuss;
Yet the thing got in the papers,
And the Mayor sent for us.

I wore stockings and a kiltie,
And they had me searched in vain;
But 'twas plain that we were guilty
And 'twas plain that it was plain.
So the bailiffs held my neck fast
While the Mayor cried to all,
How next morning, after breakfast,
We'd be shot against a wall.
But at midnight, while the soldiers
Snored obtusely by the tent,
We stole out, as I have told you,
And slipped on the boat for Ghent.

That's the story, dears, and listen:
I have sinned my share for fun,
But, of all, I guess that this 'un
Is the very worst I done.
H. S. H.

MERELY JOING.

The Answer.
'Why do girls marry notorious drunkards
And scoundrels?'
The man, who was the second part
asked 'em to Harold. Any time you want
to know anything, come to me.—Washington Herald.

But soon.
'Come, don't be silly about it!' said the
young bride, 'he's merely an old flame of mine.'
'Indeed?' cried her aged but wealthy husband,
'I suppose you dream of his fond
caresses.'
'No,' she replied, dreamily, 'not yet.'—Philadelphia Press.

A Life-Saving Idea.
'Why do you insist that fancy bathing
suits ought to be encouraged?' asked the
town official at the seaside resort.
'Because,' answered the philanthropist,
'they tend to prevent people from going
into the water, where they might be drowned
by—' Washington Star.

A Show Place.
'This is one of our greatest show places,'
said the man who was showing a friend
about his town.
'Why? It's only a vacant lot!' replied the
friend.
'Sure; but that's where the circus always
shows when it comes to town.'—Yonkers Statesman.

Crowded.
'What's that you're buying?' asked CH.
man.
'A thermometer,' replied Subbubs.
'Why, you bought one only a few days
ago.'
'Yes, but we're having so much hot
weather out our way that one's not enough.'—Philadelphia Press.

The Same Thing.
'My husband is troubled with a buzzing
noise in his ears; what would you advise
me to do?'
'I would advise him to go to the seashore
for a month or two.'
'But he can't get away.'
'Then you can go.'—Houston Post.

IN THE HOUSE OF HIS FRIENDS.
SOME COMMENTS ON MR. BRYAN
A Bad Outlook.
To be perfectly frank about it, the Democratic party is in a bad way. It has everything in its favor on the ground of principle. It would only add to its principles, had everything against it in the present organization of the party and in the disposition of the men who have usurped its leadership and who hold its course steadily in the rapidity which lead to destruction.—News and Courier.

'Cut Bryan Out.'
Suppose Bryan were absolutely eliminated from our politics. Suppose we had no Bryan and his kindred in our midst, and we were free from sacerdotal interference and could nominate whom we pleased for various offices; would not the Democratic party be in better case to-day, and would it not have the same chance to win that the Liberals have? Would not the Democratic party be in a better case to-day, and would it not have the same chance to win that the Liberals have? Would not the Democratic party be in a better case to-day, and would it not have the same chance to win that the Liberals have?—Commercial Appeal.

'Mr. Bryan the Issue.'
The people must learn from experience what Mr. Bryan knows from experience. Maybe the people will govern themselves as he says they must, but certainly his own candidacy will present the issue of government ownership as clearly as anything could. When he contended that Bryan was the issue, by which he means that it is not a practical issue for the campaign of 1908, he presents an unanswerable argument against his own nomination by the Democratic party. But he does not draw such a conclusion. Mr. Bryan has no intention of retiring voluntarily from the front rank. It will be necessary to hand him something more than a hint of the desirability of such a movement.—Charleston Evening Post.

Did Mr. Bryan Understand?
Mr. Bryan issues a statement concerning government ownership of the railroads which sounds very much like the speech he so recklessly raised in his Madison Square Garden speech, and which, in turn, has raised a popular clamor about his case that threatens to drown the last syllable of a demand for his nomination. He tells the country now that government ownership is not an immediate issue and will not figure in the campaign of 1908. If this be true, why should Mr. Bryan project into current politics as an apple of discord, an issue which has no immediate prospect of application to conditions in this country? Did he fail to understand the logical and inevitable consequences of what he was talking about? We rather think this is the case. Before Mr. Bryan projected into made that speech, at least before the election, in 1908.—Index-Appeal.

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Merchants' National Bank,
Eleventh and Main Streets
3%—Savings Department—3%
SAFEST FOR SAVINGS
Resources, - - \$5,000,000
John P. Branch, President
John Kerr Branch, Vice-President
John F. Glenn, Vice-President
Thos. B. McAdams, Cashier
J. R. Farnum, Asst. Cashier
Geo. H. Keese, Asst. Cashier
July 9, 1907.
To the Public:
It gives us pleasure to announce that Mr. R. T. Minor, Jr., has to-day been appointed First Teller of our Bank, Mr. G. Jeter Jones, formerly of the Planters National Bank, becoming manager of our Savings Department.
THOS. B. McADAMS,
Cashier.

DISCOVER DEFECT IN IMPORTANT BILL
Failure to Make Proper Record May Affect Validity of Statute.
NEWS ON CAPITOL HILL
Officials Deprecate Effort to Impugn Judge Pritchard. Mr. Davis Makes Report.
At the request of Clerk John W. Williams, keeper of the rolls, Attorney-General Anderson is preparing an opinion with reference to the proper ratification of a bill to change the constitution insofar as it relates to meetings of the General Assembly. The proposed amendment provided for a constitutional amendment to fix the term of the Legislature at ninety instead of sixty days. Section 156 lays down the law as to how this may be done, although it appears that there was no strict compliance with the rules.
This section declares, in effect, that such proposed amendments shall be entered upon the journals of the two houses, with the yeas and nays voted thereon, and that the yeas and nays shall be recorded, so far as the House of Delegates was concerned, but in the Senate the full text of the measure was not spread upon the minutes, simple reference being made to its nature, along with the yeas and nays.
It is held that the act cannot be authenticated. Its validity, however, will be determined by the Attorney-General in a ruling which will be handed down within the next day or two.
Do Not Favor Move.
The newspaper reports from Washington concerning the sensational talk that an effort will be made by the authorities of North Carolina to impeach Judge Pritchard, Circuit Judge Pritchard, though not accepted on its face value, created some discussion here, and brought forth the opinion that such a move would be deplorable.
The Attorney-General in continuing to maintain dignified silence when approached by reporters with a request that he make a statement in regard to the course to be pursued by the State in meeting the injunction of Judge Pritchard. Though the public is not advised as to the plans already underway it is known that the Attorney-General is at work on the case, and no sensational litigation will be started until the authorities are amply prepared to carry the case to the proper judicial tribunal.
Report of Superintendent Davis.
Superintendent Davis, of the City Home, has submitted to Governor Swann his report as a delegate to the National Conference of Charities and Corrections at Minneapolis, which will meet next year in Richmond. In part the report is as follows:
'After a hard fight against four cities—Cleveland, O.; Denver, Col.; Buffalo, N. Y.; and Oklahoma City—Richmond won out, and this great national conference will meet in our city May 1908. I pledge to them old Virginia hospitality, and I feel sure that I will have the aid of the people of Richmond. Later on I shall ask that we organize a committee, consisting of prominent citizens, in concert with representatives of our various charitable organizations, for the purpose of making arrangements to entertain this great body of charity workers.
'I visited the public institutions of Minneapolis and St. Paul, and found them to be clean and up-to-date. I was especially impressed with the splendid city hospitals. They were everywhere in evidence, and the almshouses were clean and comfortable.
'I hope at an early date Richmond will have a great city hospital, independent of the City Home. Our Honorable Mayor, Carlton McCarthy, sent me a telegram of congratulation, and extended to me the warmest welcome of our citizens of Richmond, the first Commonwealth in America, in 1908, which was resolved with hearty applause.
In the Continuum.
Mrs. Outertown—I think you worked for me once before. Can you recall? The New Cook—Sure, I can't. I'll look better. I'll try out new routes, concluded to use what I could find in this world.

Kodakery
Our stock of Photo Supplies is complete in every respect. We can fill your wants to your entire satisfaction, and our Artistic Developing and Printing, executed on short notice, will add to your pleasure. Mail orders receive prompt attention.
The vacation season brings with it the joy of
The S. Galeski Optical Co.
Cor. Eighth and Main Sts.

Francione's Stag Hotel
114 EAST BROAD STREET, RICHMOND, VA.
Restaurant Open Every Day in the Year.
The season's best at moderate prices. Rooms by the day or week, nicely furnished and good service.

Can Cancer be Cured? It Can.
We want every man and woman in the United States to know what we are doing—We are curing Cancers, Tumors and Chronic Sores without the use of the knife or by X-ray, and are endorsed by the Senate and Legislature of Virginia.
Kellam Hospital
We Guarantee Our Cures.
1015 West Main Street, RICHMOND, VA.
Roses, Cut Flowers and Designs.
HAMMOND,
Florist,
109 East Broad Street.
Largest Stock.

Floor Fix,
The Varnish of Many Colors for Floors and all Kinds of Wood Work.
Sanders Bros. Co.,
Incorporated, Distributors.
Moesta's Peach Cream
Made from Ripe Peaches and Pure Cream, is the BEST. Try it.
H. W. Moesta,
117 E. Main Street.
Phone 257.

Harris' Anti-Dyspeptic Water
PHONE 4882.
J. A. Morris Co., Inc.
Gentlemen—I have used the HARRIS' ANTI-DYSPEPTIC WATER for the past year, and I have found it very beneficial to me. Before I commenced to use it I suffered a great deal with Sick Headache and Flatulence. Since I began to use it I have been almost entirely relieved of these troubles. I do not hesitate to recommend it to any one who is a sufferer from indigestion.
B. H. AND, WELLFORD.